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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1647]

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Hongkong 9th May, 1907. [1374]

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Hongkong, 14th November, 1908. Hongkong. [a1565]

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Hongkong, 7th January, 1909. [a29]

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Hongkong, 11th January, 1909. [a33]

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SHEWAN, TOMES & CO.,
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Hongkong, 21st July, 1908. [1019]

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at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1908. [128]

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From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [1261]

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Hongkong, 21st September, 1905. [1327]

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Hongkong, 7th January, 1909. [37]

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Hongkong, 26th October, 1906. [1445]

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Hongkong, 13th March, 1907. [535]

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Electric Lifts to each Floor.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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Matron in attendance.
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A. F. DAVIES, Manager.
[a42]

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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Hongkong, 24th July, 1905. [a1475]

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Hongkong, 4th December, 1907. [a44]

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A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
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Hongkong, 5th October, 1908. [a43]

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[a1623]

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food, cleanliness and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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Two steamers (s.s. Sai An and Sai Tin) daily to
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from Canton, give easy communication with
both these centres.

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For Terms, apply to
THE MANAGER.
[a196]

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THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
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G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [a48]

INTIMATION



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ESTABLISHED A.D. 1841.

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HANDSOME TOILET SETS,
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A Very Fine Selection in Great Variety—
MERCHANDISE AND BRASS PIPES, CALA-
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in real CROCODILE SKIN, SNAKE SKIN,
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CROCODILE, SNAKE AND DOG SKIN, etc.,
TOBACCO BOXES AND JARS, ASH TRAYS.

ALL THESE GOODS ARE OF THE
HIGHEST CLASS
AND SPECIALLY SELECTED.

A. S. WATSON & CO.,
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ALEXANDRA BUILDINGS AND
KOWLOON DISPENSARY.

Hongkong, 6th January, 1909. [29]

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column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.
All letters for publication should be written on
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No anonymously signed communications that
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HONGKONG OFFICE: 10A, DES VUEX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JANUARY 18TH, 1909.

CONTRARY to general expectation, there is
to be a contest for the two vacant seats on
the Sanitary Board. Four gentlemen were
nominated on Saturday, and the election,
which takes place on Wednesday next,
should be the most interesting that has
ever occurred in Hongkong, for, by the
amendment of the Public Health and
Buildings Ordinances, the franchise has been
considerably widened, and interest in the
choice of representatives of the community
is correspondingly heightened. Instead of
the mere handful of persons who have
hitherto been entitled to vote at these
elections, there is now an elec-
torate of between 2,000 and 3,000 persons
to whom the candidates appeal. This is as
it should be. Every member of the com-
munity is interested in the Sanitary
administration of the Colony and it is
only right that those who represent the
community on the Board should be elected
on the widest possible basis. We direct
particular attention to the letter from Mr.
SHELLTON HOOPER, which is published in
another column, pointing out the extent of
this extension of the franchise. Parenthetically
we may express the opinion that the
information which is set forth in this letter
from Mr. Hooper is information which ought
to have been officially published in the same
simple manner by the Government, in the
interests of the candidates who are canvass-
ing for support, as well as in the interests
of those entitled to vote, for we doubt if,

for instance, the civil servants or military
and naval officers on full pay in the Colony
are aware that they may vote at this elec-
tion. In view of the great extension of the
franchise, the two hours fixed for the vot-
ing would be very inadequate if even a
fourth of the persons entitled to vote turned
up at the City Hall on Wednesday evening
to record their votes. Perhaps, no rush of
electors is to be anticipated, though with
four candidates in the field, we may con-
fidently expect the muster of voters to be
greater than at any previous election.

The names of the candidates with those of
their proposers and seconders are set forth
in another column. We think it will gen-
erally be admitted that Mr. SHELLTON
HOOPER's claims upon the electorate are
such as should ensure his re-election at
the head of the poll. During the three
years he has served the community
it has been abundantly clear to all readers
of the Board's proceedings that he possesses
a grasp of the details of administration
such as we think it can confidently be said
no other man in the colony has acquired
outside the ranks of the officials actually
engaged in the work. His long residence
in the Colony, his familiarity with the
history of sanitary legislation and his special
knowledge of the duties of the Sanitary
Department, especially as they affect the
general body of householders, combine to
give him a pre-eminent title to a seat on
the Board. The community owes to Mr.
Hooper, and to all other members of the
Sanitary Commission, a large debt of
gratitude for the valuable services they
rendered in that prolonged inquiry which
resulted in the removal of grievances
under which owners and occupiers alike
of Chinese property had long been
groaning. It was this feeling of irrita-
tion—exasperation would perhaps be
the better word—which prompted Mr.
Hooper and Mr. HUMPHREYS to come
forward as candidates for election to the
Board three years ago and the valuable
services rendered by Mr. Hooper on the
Sanitary Commission are scarcely likely to
be forgotten by a grateful public on the
polling day. The three remaining
candidates are untried men. They
have no record of public service in
the Colony which can be called to sup-
port their claims for the suffrages of the
electors. They must therefore be judged
largely by their professional training and
local knowledge. Two are medical practi-
tioners whose training in hygiene and sanitation
specialty qualify them for seats on a
Sanitary Board. Dr. BELLIOS has been long
enough in the Colony to be known to most
of the electors. Dr. FITZWILLIAMS has but
recently settled here, but he has strong sup-
porters in the Hon. Mr. POLLOCK and the Hon.
Mr. SLADE, who signed his nomination paper.

The fourth candidate, Mr. PERCY SMITH, is
well known as an auditor and accountant,
and doubtless relies more upon his local
knowledge than upon his professional train-
ing. But the claims of an auditor to represent
the community on the Sanitary Board can-
not be ignored. In this connection we need
only refer to the Report of the Sanitary
Commission, which states in paragraph 257:
"Nearly half a million dollars per annum
are expended by the Sanitary Board, yet
"no proper books are kept in the Depart-
ment of this vast expenditure. There is
neither a journal, nor ledger, and the so-
called cash book is merely an apology
"for the name, and for all practical
"purposes is merely a replica of the
"Bank pass book. The smallest firm
"in Hongkong could not conduct its
"business satisfactorily with such books,
"and it is probable that many individuals
"keep much better records of their private
"affairs." What improvements in this
connection have been made since the
publication of the Report we do not know,
but it is very evident that apart from Mr.
PERCY SMITH's local knowledge, on which,
we presume, he chiefly relies, his profes-
sional training as an accountant and
auditor should count for something in
the election. Now that the candidates
are officially before the electors, with
whom the choice rests, we hope the
healthy sign of public interest in the
Sanitary administration which the
nomination of four candidates for the two
vacant seats b. tokens, will be generally
manifested on Wednesday rush
to the poll.

Mr. A. Donison, and Mr. C. B. Buyer
(Superintendent of the Peak tram line) left for
Manila on Saturday to survey a tram route to
Beguet.

The return of books registered under section
6 of Ordinance No. 2 of 1888, during the quarter
ended 31st December 1908, is published in the
current Gazette.

Friday and Saturday, the 22nd and 23rd
January will be observed as public holidays in
the Colony, but the Police Magistrates' Depart-
ment is excluded from the operation of the
Public Holidays Ordinance on Saturday.

The bulletin issued by Dr. Jordan yesterday
stated: "Her Excellency Lady Lugard has
not been so well the last two days and there has
been some slight temperature."

The Portuguese Lilliputians are clever little
artists and they deserved all the praise they re-
ceived on Saturday night for their performance
of "The Golem."

The Viceroy of Canton has selected from
among ninety candidates sixteen leading resi-
dents to compose the Local Government Board
which is intended to form a kind of training
school for the future parliamentary representa-
tion. It may be noted that amongst the
Viceroy's candidates is Kong Hung Yan,
alias Kong Sew Cheun, a member of the Honan
gentry who made himself rather prominent
in the recent Peking affair.

Mr. William Cameron Forbes, Vice-Governor
of the Philippine Islands and Mr. Jose R. de
Imanriaga, the Commissioner, called on His
Excellency the Governor on Friday, who
invited them to lunch. This invitation, how-
ever, they were unable to accept being pledged
to a luncheon party at the Hongkong Club
arranged in their honour by Mr. Bolles, but they
returned to Government House later in the
afternoon and were entertained at tea by the
Governor.

Harmston's circus arrived in the Colony on
Saturday. As it disembarked at Douglas Wharf
it caused a great sensation and crowds followed
the elephants down to Causeway Bay. Every-
thing landed in good order and the Circus makes
a start to-night with a very attractive programme
which includes lioning the lion, the animal act,
and others which have to be seen to be
appreciated. Seats can be booked at Robinson
Piano Company's offices. The first matinee
takes place on Wednesday afternoon, to which
children will be admitted at half price.

THE S.S. "PATSHAN" AFFAIR.

Our Canton correspondent, writing on the
16th inst. says:—Negotiations for the settle-
ment of the *Patshan* incident have fallen
through. Li Kai Hsi, one of the men recently
deported by the Hongkong Government and
later pardoned, has advised the relatives of the
deceased to hold on, with a view to obtaining
a larger sum of money.

The merchants here, however, are favourable
to speedy arrangement with Messrs. Butter-
field and Swire whom they recognise as having
been very reasonable in this matter. But with
the return of Li Kai Hsi from Hongkong on
the 13th instant, just as the matter was about
to be settled, everything has fallen through
owing to this man's mischievous interference.
Li Kai Hsi is the leader of a section of the
Self-Government Society who evidently will
stick at nothing to prolong the agitation.
It was he who originally took up the matter on
behalf of the relatives of the deceased. One
really is at a loss to understand why the
officials and the merchants are unable to
put down a man of Li's calibre.

The local newspapers have of late behaved
very well and have not published any inflammatory
letters or circulars. This morning one or two
papers published letters evidently intended
to revive popular interest in the *Patshan* case.
These letters, I have no doubt, were addressed
to the Self-Government Society by witnesses for
the prosecution at somebody's instigation.

However, as the merchants are favourable
towards an early amicable settlement with
Messrs. Butterfield and Swire, I doubt whether
Li and his clique will meet with much success
in the attempt to revive the agitation.

SERIOUS STABBING AFFRAY.

A serious stabbing affray occurred at the
junction of Lyndhurst Terrace and Gutzlaff
Street on Saturday night. A Chinese "boy,"
said to be employed at No. 35, was walking
along in this vicinity a knife was plunged into
his abdomen. The assailant must have made a
very hurried departure, and must have been
very smart about his task for the "boy" told
the police later that he did not see who attacked
him. The wounded man was immediately
removed to hospital, and it is not expected that
he will recover. It appears, from a story the
"boy" told the police, that his life had been
threatened by an amah with whom he formerly
kept company. When he parted with this
woman and took unto himself a wife she warned
him of what would come to pass, and the "boy"
now suspects that he has been assailed by his
quondam lover or someone in her employ.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Persia* left Shang-
hai on morning the 16th inst., and is due here
tomorrow.
The N.Y.K. str. *Atsuta Maru* (American
Line) left Kobe for this port via Moji and
Shanghai on the 15th inst., and is expected
here on the 24th inst.
The N.Y.K. str. *Bingo Maru* (European
Line) left Shanghai for this port on the 16th
inst., and is expected here on the 19th
inst.
The N.Y.K. str. *Kamo Maru* (European
Line) left Kobe for this port via Moji and
Shanghai on the 16th inst., and is expected
here on the 25th inst.
The N.Y.K. str. *Kumano Maru* (Australian
Line) left Nagasaki for this port on the 15th
inst., and is expected here on the 19th inst.
The N.Y.K. str. *Tamba Maru* (European
Line) left Singapore for this port on the 15th
inst., and is expected here on the 21st
inst.
The N.Y.K. str. *Yavuta Maru* (Australian
Line) left Manila for this port on the 16th
inst., and is expected here on the 18th inst.
The P. & O. str. *Devanah* left Singapore for
this port on the 16th inst. at 10.30 a.m., with
the outward English Mails, and is due here on
the 21st inst. at about 8 a.m.
The N.Y.K. str. *Yokohama Maru* (Banyan
Line) left Kobe for this port via Moji on the
15th inst., and is expected here on the 22nd
inst.

TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

**DEATH OF ADMIRAL
ROZHDESTVENSKI.**

LONDON, January 15th.

Admiral Rozhdestvenski, who com-
manded the Russian armada which
was annihilated by the Japanese in the
Straits of Tsushima, is dead.

**FOREIGN GENDARMERY
OFFICERS FOR MACEDONIA.**

LONDON, January 15th.

It is announced at Constantinople
that it is proposed to employ British,
French and Italian gendarmery officers
to reorganize the gendarmery in the
vilayets of Macedonia.

A GERMAN LINER FIRED ON.

LONDON, January 15th.

The Liberian Customs gunboat
"Lark" has fired on a German liner
which was supposed to be disregard-
ing the Customs regulations.

The German guardship at the
Camerouns has sailed for Liberia.

The "Lark" is commanded by a
British naval reserve officer.

**THE UNITED STATES AND
VENEZUELA.**

LONDON, January 16th.

The United States and Venezuela
have agreed upon a basis of settlement
of existing disputes by reference of
the questions to the Hague Tribunal.

**AFFORESTATION IN THE
UNITED KINGDOM.**

LONDON, January 16th.

A Royal Commission recommends
an afforestation scheme covering nine
million acres of land in the United
Kingdom, the scheme to be financed
by a loan.

The Commissioners in their Report
estimate that the income from these
forests eighty years hence would
amount to 17½ millions sterling a
year, and employment would be pro-
vided for thousands.

**LAUNCH OF A FRENCH
DREADNOUGHT.**

LONDON, January 16th.

The French battleship, "Voltaire,"
of the Dreadnought type, having a
displacement of 18,000 tons, has been
successfully launched at Toulon.

THE ITALIAN CALAMITY.

LONDON, January 16th.

The Provincial Council of Messina
assembled on a ferry boat off the city.
The various speakers paid touching
tributes to the aid given by the whole
civilised world.

TRAIN WRECK IN AMERICA.

LONDON, January 16th.

Fifty passengers have been killed
and thirty injured by the wreck of the
Denver-Rio Grande train at Glen-
wood Springs.

**GANG OF CHINESE COUNTER-
FEITERS UNDER ARREST.**

Late in November last, the Japanese Consular
police at Shanghai caught a Chinese coun-
terfeiter of spurious nickels, but finding still in
circulation many counterfeiters of subsidiary
silver coins of various denominations, kept a
sharp lookout for the second one. It happened
on the 15th ult. that a Chinese detective on the
Consular police force was approached by a
Chinaman who knowing nothing of his identity,
offered to sell him silver counterfeiters, agreeing to
close the bargain at a certain restaurant where
he was neatly captured. Upon inquiry, he was
found to have four confederates engaged in the
manufacture of bad coins near a way station on
the Chinese Eastern Railway about 70 miles
north of Changchun. The police lost no time in
arresting the quartette at their den for exami-
nation at Shanghai. The gang had made
Russian, Chinese, and Japanese counterfeiters,
using the last-named for purchases of cattle etc.
from Mongolians. They had turned out more
than 11,000 in Japanese subsidiaries of which
Y160 was set on the premises, as well as
Y800 in Chinese counterfeiters. All of them are
such good imitations of the genuine as to make
it extremely difficult to tell the difference.—
Manchu Mainichi Shimbun (Dairen).

CORRESPONDENCE.

THE SANITARY BOARD ELECTION.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

DEAR SIR.—As the electorate for the San-
itary Board representatives has been so largely
increased by the Public Health and Buildings
Ordinances, 1903-8, it will, I am sure, be a matter
of interest to the public to know that all persons
of the undermentioned classes have the right
to vote at the forthcoming election which will
take place on Wednesday next at the City
Hall between the hours of 4 and 6 o'clock p.m.

Special Jurors. (108).
Common Jurors. (633).
Members of Council.
Civil Servants.
Consuls not carrying on business.
Barristers-at-Law and Solicitors and their
Clerks.
Medical Practitioners and Surgeons, and
Dentists.
Editors of daily papers and their staff.
Chemists and Druggists.
Clergymen of the Church of England.
Roman Catholic Priests.
Ministers of any Congregation of Pro-
testant Dissenters or of Jews and School-
masters.
Officers on full pay in the Naval and
Military Service.
Masters of steamers and local pilots.
Persons who are exempt from serving
on Juries on account of infirmity or of
their being over the age of sixty years.

Yours faithfully,
A. SHELLTON HOOPER.

THE SANITARY BOARD ELECTION.

THE NOMINATIONS.

Nominations for the two vacancies on the
Sanitary Board closed on Saturday at noon, and
quite unexpectedly four names were forthcoming.
They were:—

AUGUSTUS SHELLTON HOOPER.
Proposed by Sir Henry Berkeley
Seconded by Mr. D. R. Law.
GERARD N. LLOYD FITZWILLIAMS, M.D.
Proposed by Hon. Mr. H. E. Pollock.
Seconded by Hon. Mr. H. W. Slade.
RAPHAEL A. BELLIOS, M.D.
Proposed by Mr. W. L. Carter.
Seconded by Mr. F. Maitland.
HORACE PERCY SMITH (two nomination
papers).
Proposed by the Hon. Mr. Wei Yuk
Seconded by Mr. C. Lafrentz.
Proposed by Mr. A. J. David.
Seconded by Mr. Ho Fook.

Polling will take place at the City Hall on
Wednesday, provided there are not sufficient
withdrawals to obviate the use of the ballot
box.

CRACKER FIRING.

In view of the approaching Chinese New
Year, it is notified in the *Gazette* that, in ac-
cordance with Ordinance No. 3 of 1888, permission
is given for crackers to be fired as follows:—
Within that portion of the City of Victoria
bounded by the following limits:—
1. South. Bonham Road.
2. North. The Praya.
3. West. Western Street.
4. East. West Street and Morrison Street.

On Thursday, the 21st January, from 5 p.m.
to 6 p.m.; on Friday, the 22nd January, from 8
a.m. to 9 a.m. and 5 p.m. to 6 p.m.

On Thursday, 23rd January, from 6 a.m. to
8 a.m.
Within that portion of the City of Victoria
not comprised in the above limits, and also
within that portion of the Kowloon Peninsula
which lies to the South of a line running from
the junction of Fifth Street and Temple Street,
Yaumati, to the Northern boundary of Kowloon
Marine Lot No. 40:—
From 4 p.m. on Thursday, the 21st January,
till 4 p.m. on Saturday, the 23rd January, and
on Thursday, the 25th January, from 6 a.m. to
9 a.m.

Cracker firing is to be strictly confined to the
times named above, both within and without the
prescribed area; and both sides of all Streets,
or parts of Streets named as the boundaries
above are to be considered as within the pre-
scribed area.
No burning cracker or other fire is to be
thrown above the head or near any person or
inflammable material, and all reasonable precau-
tion must be taken against accidents, as every
one is liable for damage arising from his
carelessness.

The Police will have strict orders to summon
or arrest persons firing crackers in contraven-
tion of the foregoing restrictions.
The firing of bombs is strictly prohibited.

**SIR THOMAS SUTHERLAND ON
OPIUM.**

Speaking at the ordinary general meeting of
the proprietors of the P. and O. Company, on
December 11, Sir Thomas Sutherland said:—
I presume that as philanthropists you must
rejoice at the extinction of the Indian opium
trade, but as shipowners you have considerable
reason to grieve, and what I must say, I greatly
doubt, is whether our philanthropic action in
this matter will be followed by the Chinese
Government in preventing the growth of the
native opium in China. I believe that a Chinaman
is constitutionally so created and exists in
such a climate that the use of opium to a
moderate extent is as necessary to him as the
use of beer in England.

TRADE MARKS.

Representations having been made to the
Foreign Office by the Birmingham Chamber of
commerce concerning the injury inflicted on
British traders by piracy of trade marks in
Japan and the Argentine, Sir Edward Grey has
replied explaining the regulations prevailing in
Japan respecting the registration of foreign
trade marks, and advising owners of trade marks
to forward particulars of such marks to the
Patent Bureau in Tokyo. He says the difficulty
of protecting trade marks is greatly increased
by the failure of foreigners to take any action to
secure their rights, and recommends traders to
combine to appoint a common agent at Tokyo to
watch their interests.

RANDOM REFLECTIONS.

I see the newspapers are warning house-
holders to take additional precautions at the
present time and not put temptation in the way
of their Chinese servants. As we know the
Chinese will do almost anything to procure the
wherewithal which will give them a good
time at the New Year and the newspaper
warnings should not pass unheeded. Many a
European has to mourn the loss of valuables
which disappeared just prior to these holidays,
and an experience of that sort does not add to
the enjoyment of the holidays.

Local firms who present Chinese calendars to
their patrons must feel embarrassed by the extra-
ordinary number and nature of the applications
for their pictorial favours. Calendars have
achieved a wonderful popularity among the
Chinese and it is difficult at the present time
for the European to dodge the requests of boys,
coolies and shroffs who make their applications
direct or ask you to "talkoo taipan one piece
calendar my." Next to possessing money their
one aim these days seems to be to get a calendar.

I am reminded of this by the following
quaintly expressed epistle which was handed me:
"Dear Mrs. P. W. Smith—I beg you will kindly
give me too Chinese and two English calendars.
Please deliver to bearer to bring back and I
shall be very much thanked and obliged with
your kindness yours with great esteem and
condescension."

Turf topics are beginning to be discussed now
and the attendance at the Valley is growing
these mornings notwithstanding that the morn-
ing air bites keenly. Even the ladies are being
enthused, to use a word which is not quite in
common usage yet, and the forthcoming race
meeting ought to be as popular as its
predecessors.

The entries for the Bacos closed on Saturday
and though I have not yet heard how
they compare with last year's, it may
be safely assumed that they are more
numerous. There should be some capital
sport this year. The Shanghai jockeys are
beginning to put in an appearance on the train-
ing course. Mr. Vida is down. He rides
this year for Messrs. Findlay and Moir. Mr.
Burkell will be Mr. Moir's jockey, and
Mr. Hayes will ride Mr. Toog's ponies. It is
very likely that other Shanghai riders will be
coming down. Hongkong in the matter of
jockeys is not quite so well off this season as
usual. Mr. G. C. C. Master is a great loss. Mr.
R. F. C. Master, too, is away. But we still have
experienced riders like Mr. Gresson, Mr. Dupree,
Mr. Mackie, Mr. Gegg and others.

There is a probability that the Kowloon Dock
Amateurs may give another production of "The
Silver King." Having taken so much trouble
to give a very intelligent and very acceptable
rendering of the famous drama they would be
well advised, I think, to meet the popular
demand for at least another performance. All
their critics are agreed that their work was
excellent, but, of course, some have their own
way of expressing it.

His Excellency the Governor has had a busy
time presenting prizes and discoursing to the
scholars of the various schools and colleges in
the colony. This year I noticed that His
Excellency has been endeavouring to encourage
the boys to take a greater interest in sport, and
it set me wondering if he was aware of the
great distinction between European and Chinese
boys. European boys generally have to be kept
to some extent to their studies and need little
inducement to take up sport, but Chinese boys
are different. They require comparatively little
inducement to apply themselves to their studies,
but it takes a lot to get them to take up sport
as we understand it.

At this time of the year when suggestions
for improvements in the educational curricula
of the schools of the Colony are timely, let me
draw attention to the commercial value of look-
ing pleasant. I see this art is now being
demonstrated in the American public schools.
Most people, I think, are struck by the im-
mable expression of the Chinese salesman which
gives the impression that he doesn't care a
button whether you make a purchase or not.
Now, in the course for saleswomen in the Ameri-
can public schools, pupils are taught, among
other things, the art of smiling when the cus-
tomer approaches. A New York paper suggests
that the art of looking pleasant is worthy of an
endowed university-extension lectureship. Per-
haps the Faculty of the Hongkong University
(when it comes into existence) will bear the
suggestion in mind.

In Hongkong even the civilian has to smell
powder. He is under fire day and night for two
or three days. True, it is only the discharge of
crackers and bombs and other fireworks but
they are almost as nerve shattering as the real
thing, and the fumes of sulphur assail the
nostrils just as strongly as they would in times
of more serious operations. If it would not
be considered ironical the best I can wish my
readers is a quiet time during the New Year.

Merry Widow hats are not popular in Hong-
kong. We see very few of them, and I have
been told that the Peak cars are responsible for
this. This reflection is suggested by the receipt
of the following clipping from a correspondent
who says he has witnessed a somewhat similar
incident on the Peak cars:—

An amusing incident occurred a day or two
ago at Frankfort. A lady boarded an electric
tram-car the platform of which was filled with
smokers, but the inside was practically empty.
The smokers made way for the lady to pass
within, but she simply looked at the entry, and
then cast an appealing glance at one of the
smokers to give her his standing place. He
was somewhat embarrassed, thinking perhaps

Messrs. Erich Georg & Co. in their weekly share list dated 16th January, 1909, state:—Only a few stocks have been dealt in during the week under review, but a much firmer feeling has been noticeable, the event of the week being a sharp rise in Hongkong and Shanghai Bank-shares. The sterling demand rate of exchange on London closes at 1s. 9½d., while rates on Shanghai are Tls. 74½ for a Bank T/T, and Tls. 75½ for a 3 days sight Private draft, the rate in Shanghai on this for a 3 days sight Private Bill being Tls. 75. Barsilver in London, after drawing 24½d., closes at 24½d., and Consols are quoted 583½, the Bank of England's rate of discount is 3 per cent. while the private market rate is 2½ per cent.

BANK SHARES.—The market for Hongkong and Shanghai Bank shares opened steady, but on the result of the half-year's working becoming known, a general demand for shares set in, holders withdrawing altogether, and hardly any business has been done in the stock. The market closes very strong with buyers at 887½. Shanghai quotes 9900 with an exchange of Tls. 73, while the London quotation is 286; Nationals have enquiries at 857½.

MARINE INSURANCE SHARES.—Unions are firm with small buyers at 82½. Cantons, as well as China-Traders are unchanged. North China are quoted Tls. 105, while Yangtzes can be placed at \$177½, the equivalent of the Shanghai rate of \$185 ex 73.

FIRE INSURANCE SHARES.—Hongkongs have ruled very firm, and several lots have been booked at \$325 to \$330, at which latter figure the market is strong. China's are on offer at \$105.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat shares sold at 829½ and 829, closing 829½. The latter figure is steady. India shares remain on offer at \$54, while in Shanghai there are buyers at Tls. 37½. London quotations are unchanged. Huns and Manilla's are obtainable at \$15, but Douglases are in request at \$35. Star Ferries are wanted at 823½ for old and \$13 for new shares. Shell Transporters have advanced to buyers at 4½s. in sympathy with a rise in London to 47s. Union Waterboats are steady at \$10.

REFINERIES.—Without any sales and unchanged.

MINING SHARES.—Charbonnages are still in demand at \$955, and shares seem to be available. But no gold and have sellers at 88½. China Engineering and Mining Company's shares have dropped in the north to Tls. 16½.

DOCKS, WHARVES, GODOWNS, &c.—Fair numbers of Hongkong and Whampoa Docks have changed hands at \$90 to \$92, the market closing with further sellers at \$92. Fenwicks, as well as New Amoy Docks are unchanged. Shanghai Docks have weakened a bit and our latest wire from the North quotes Tls. 75 sellers. Hongkong and Kowloon Wharves sold at \$46 and \$45½, and a few shares are on offer now at \$46. Shanghai and Hongkong Wharves have advanced in Shanghai to Tls. 140.

HOTELS AND BUILDINGS.—Hongkong Lands have changed ownership at 99½ and 992; and there are further buyers. Hongkong Land Reclamation shares are nominal at \$140. Kowloon Lands have sellers at \$33. West Points are on offer at \$46. Hongkong Hotels have improved to buyers at \$86. Humphreys Estate and Finance Company's shares sold at \$9½, but shares are on offer now at \$9½. Shanghai Lands are unchanged.

COTTON MILLS.—Shanghai quotes: Eow's Tls. 78 buyers, Liverpool Tls. 69 sellers, Canton Tls. 73 buyers, Hongkong Cottons have buyers at \$9, and sellers at \$10.

SUNDRY MANUFACTURING COMPANIES.—China Light and Powers have sellers at \$5½, but at \$4½ to \$5 a few shares could be placed. Hongkong Electric are wanted at \$18, and Bell's Asbestos at \$8½. Green Island Cements sold in fair quantities at rates ranging between \$9.70 and \$9.80, closing with buyers at \$9.90. Ropes have enquiries at \$24. Other stocks under this heading are unchanged and without sales.

MISCELLANEOUS.—Campbell, Moore & Co.'s shares are in demand at \$9. China Borneo sold at \$11 and \$11½, and are wanted at \$11. Langkats have sellers in the north at Tls. 855. South China Morning Post shares are obtainable at \$24. Steam Laundries can be placed at \$5½. Weissmanns are quoted at \$140 ex the dividend at 10 p per share paid yesterday. In other stocks under this heading there is no change to report, nor have any sales been made public.

THE DEFEN'ELESS CONDITION OF SINGAPORE.

Mr. Gouldin, having asked the Secretary for War whether he was aware that the big guns in the fortification at Singapore had been dismantled, and if he could state what it is proposed to replace these guns by new ones—

Mr. Haldane gave the following written reply:—"The old pattern guns have been dismantled, but a certain number have been retained in their present works until new guns can be mounted. The new works for the new guns have been commenced."

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"ANDALUSIA"
Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Under-
signed and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.
Any Cargo impeding her discharge will be landed at consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and restored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 p.m.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 15th January, 1909. [184]

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Jan., at 9.30 a.m.
All Claims must reach us before the 24th Jan., or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MEIERS & Co.,
General Agents.
Hongkong, 15th January, 1909. [5]

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KARONGA"

Captain Leslie, having arrived, the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 20th inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN TOMES & Co.,
General Agents.
Hongkong, 15th January, 1909. [197]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN,
BOMBAY, COLOMBO, PENANG
AND SINGAPORE.

THE Company's Steamship

"SILESIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from:
Venice ex s.s. "Metzovich," transhipped at Trieste.

Venice ex s.s. "Lapad," transhipped at Port Said.

Smyrna ex s.s. "Bucovina," transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 22nd inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst., will be subject to rent.
Consignees of Cargo from Europe are required to sign an Average Bond and to give a deposit of 5 per cent. before Bills of Lading can be countersigned.

SANDER, WIELER & Co.,
Agents.
Hongkong, 15th January, 1909. [3]

INTIMATIONS

HARMSTON'S
CIRCUS
AND
ROYAL MENAGERIE OF
PERFORMING WILD
ANIMALS.

ARRIVED ARRIVED

OPENING TO-NIGHT!
OPENING TO-NIGHT!

LARGER AND BETTER THAN
EVER.

OUR ALL STAR LONDON AND
CONTINENTAL ARTISTES
30 IN NUMBER 30

LOCATION OF OUR TENTS—CAUSEWAY BAY.

For Full Particulars See Daily Hand Bills.
Performance at 9 p.m. sharp.

SPECIAL
MATINEE PERFORMANCES—
EVERY WEDNESDAY & SATURDAY.

Doors Open at 2.30 p.m.
Performance at 3.30 p.m. sharp.
Children Half-Price at Matinees only to all parts of the Circus.

PRICES OF ADMISSION.

Box of 6 Chairs \$18.00
Single Seat in Box 3.00
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Hongkong, 18th January, 1909. [164]

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GOES FARTHEST.

THE STATE OWNERSHIP
OF CABLES.

MANION-HOUSE MEETING.

The Lord Mayor presided last month, at the Manion-house, over an influentially-attended meeting of City merchants and others to consider the question of cable reform. Among those present were the Duke of Argyll, Lord Milner, Lord Jersey, Lord Strathcona, Lord Blyth, Lord Warrdale, Mr. Rodolphe Lemieux (Postmaster-General of Canada), Mr. Fielding (Minister of Finance for Canada), Sir F. Borden, Mr. Fisher (Canadian Minister for Agriculture), Sir Edward Sassoon, M.P., Sir H. Seymour King, M.P., Sir F. Young, Sir William Holland, M.P., Admiral the Hon. Sir E. Fremantle, Sir Benjamin Stone, Sir John Lubbock, Mr. Henniker Hoscar, M.P., Mr. Owen Phillips (chairman of the Royal Mail Steam Packet Company), Sir Albert Spicer (president of the London Chamber of Commerce), Captain Muirhead Collins (representative of the Australian Commonwealth), Mr. T. P. O'Connor, M.P., Captain Agnew, M.P., Sir Somerset French (Agent-General for the Cape), Sir Richard Solomon (Agent-General for the Transvaal), Mr. Charles Charleton, and Mr. Stanley Maughan.

The Lord Mayor, in opening the proceedings, said there was nothing more desirable than the perfecting of our cable system. The communication between the different parts of the Empire, Sir Edward Sassoon, M.P., said he believed that one day their meeting would be looked back upon as an epoch-making gathering. Like some worthy chief of old, Mr. Henniker Hoscar had left the City Cross in the cause of universal penny-a-word telegraphy. He wished to say at once that they looked upon this as a purely pious aspiration, not undervaluing sympathy, but only as a goal towards which to work. What they were trying to obtain was easy to realize and immediately practicable. They were anxious to bring about, where practicable, a uniform system of cable rates, lowered and accessible to the masses. Did any one doubt that facility of communication was the first and chief means of riveting the scattered units of the Empire? If not, let them forge that beneficent weapon.

LETTER FROM LORD CURZON.

He then referred to the following letter, which he said, he had received on the subject from Lord Curzon of Kedleston—

"I am sorry to say that on December 11 I shall be far away on the sea, since I have been ordered to take a long voyage in the interests of my health. Otherwise I would gladly have supported what I understand to be the object of your meeting. The remarkable growth of the Imperial feeling in recent years—and without such a feeling the Empire will not continue permanently to exist—has arisen in the main from increased knowledge; and this has been almost entirely due to the immense improvement in the means and instruments of communication. Cheap fares, cheap postal rates, and a cheap and well-served Press have all played their part. But in my opinion the telegraphic service will do more than all of them combined. It will keep the emigrant in touch with his home. It will enormously develop mercantile connections, it will strengthen the feeling that the Colonial has for the Old Country, and conversely it will keep the Englishman in almost as close touch with what is happening in Cape Town or Calcutta, or Melbourne or Quebec, as with Dublin or Glasgow. Moreover, I hold most strongly that cable communications ought to be administered, not in the interests of classes or corporations, but in the interests of the community—identical in this case with the Empire at large. I have already lived long enough to see many things achieved which, to start with, were denounced as visionary or impracticable or inexpedient; and my own belief is that in a quarter of a century's time, and I dare say long before, our present cable connections and methods will be regarded as hopelessly obsolete and imperfect."

Sir Edward Sassoon, continuing, pointed out that it now took nearly 23 months to get a reply from Australia from Canada, which was nearly at our doors, it took three weeks, and from the Cape six or seven weeks. Did any one seriously contend that such a system was anything but a mockery in these days needing rapidity and facility of intercourse? It mattered but little to the rich merchant or wealthy manufacturer whether his cable charges amounted to £1,000 a year more or less; but it was for the merchant in humbler walks of life, the artisan whose son or daughter was earning his or her livelihood in our colonies, that they pleaded. They could no more think of using the cables, these thousands and tens of thousands among us, than of dining off traffic and champagne. A system such as that we now had to rely on was obsolete and anomalous. How was that which he wanted to be brought about? Surely it could be done by the Mother Country and the States in the Imperial circle recognizing that it was both expedient and politic to provide, consistently with a fair commercial risk, or even some temporary loss, an accessible method of intercourse for their peoples. It meant, in short, a policy of State-owned and State-controlled cables (hear, hear), which were also intended to have a strategic value. The idea first took root and materialized in Canada. The Pacific cable, owned in partnership as an Imperial enterprise, had been working for five or six years, and although still showing a balance on the debit side, the revenue from traffic was a growing one. But who could measure the incidental or enormous advantages which it secured by contributing to the breaking down of large colonial subsidies and high tariffs? Referring to terminal taxes and rates generally, he remarked that as this was a family gathering they might indulge in some home truths. He observed that out of the 3s. a word from here to Australia, less than 6d. was charged as a transit and terminal fee by Canada and Australia together, 5d. as terminal by Australia, and 4d. as transit by Canada; the terminal tax in New Zealand was 1d., while Great Britain only charged her usual rent on private land-lines, and took no terminal tax. What were the inland charges over Australian State lines throughout the length and breadth of the Commonwealth? One penny! Whereas in Canada it was rather more, but that was because the land lines there were not in the hands of the State. Now, if we wanted a scheme to succeed, we ought to give it a fair chance of showing what it was capable of, and he would ask Captain Collins to lend them a helping hand in eliminating this serious burden. The other day Sir John Wolfe Barry characterized this competition as "very unfair." Why? Was it because it was supported by potential Government subsidies? If so, did he forget that, amongst others, his company had drawn well over £1,000,000 in subsidies from the Australian and New Zealand Governments, and an allied company, the Eastern and South African, had drawn over £1,300,000. Was it to be wondered at that this private enterprise, enterprise, entrenched and fortified by all these copious grants, should prove strong rivals to the infant State enterprise and that the Pacific cable should require some little nurturing and fostering in the initial stages of its development and working? In conclusion, he maintained that their proposals were eminently practical, and said that they would begin by linking up the Pacific cable. The boon of cheap and accessible

cables meant the doubling of our defensive forces, lessening sources of friction and misunderstanding, and the solid linking together in material and sentimental bonds of the mother country and the kindred beyond the seas.

CANADA AND CABLE COMMUNICATION.
Mr. Lemieux, the Postmaster-General of Canada, who was cordially received, said public opinion in Canada was overwhelmingly in favour of any movement which would bring a reduction in the present almost prohibitive cable rates. Canada had always been impressed with the supreme importance of establishing fast and cheap communications with the Mother Country. She took the lead among nations in extending to the Marconi wireless system. Canada first proposed and finally arranged Imperial penny postage. Her Parliament was pledged to carry out a scheme for a fast steamship service on both the Atlantic and Pacific Oceans. She had already obtained from the British Post Office a substantial postal reduction on magazines, newspapers, and periodicals. She was the first to advocate and finally secured, the Pacific cable, State owned and controlled, and Sir Stanford Fleming—a great and good Canadian—had devoted his life to that cause. (Hear, hear.) It was utterly vain to boast of the unity of the Empire until its component parts became more fully acquainted.

Captain Muirhead Collins said that the sympathy and support of Australia could always be relied on in connexion with any scheme that would promote intercourse between the various parts of the Empire. He was instructed by the Postmaster-General of the Commonwealth to state that he was in favour of cheapening cables so far as might be proved practicable on a commercial basis, but he assumed that all present were prepared to support any measure with that object on sound business lines. He added that his Government had cabled to him authorizing to state that, while they reserved for themselves perfect freedom of consideration of any definite proposals, when such might be put forward, they were in favour of co-operation with the other parties to the Pacific cable to acquire on the same terms a State-owned Atlantic cable as well as to take any action that might be necessary to bring the connecting land lines in Canada under State control. (Cheers.) The Duke of Argyll then moved, "That this meeting, convinced of the desirability and necessity to manifest Imperial interests of a system of low-priced, easy, and uniform means of telegraphic connexion within the Empire, pledges itself to support the efforts of the Cable Committee of members of Parliament with that supreme object in view." He suggested the advisability of some arrangement being made whereby, after the usual business hours, people of moderate means would be able to send cable messages at very much lower rates than during the busy hours of the day. (Hear, hear.) Lord Milner seconded the resolution, and expressed his sympathy with the movement advocated.

The resolution was carried unanimously. Sir Albert Spicer, M.P., proposed the following resolution—"That this meeting, composed of representatives of commercial and industrial interests, respectfully suggests to his Majesty's Government the convening of a conference of postal authorities of the States and Dependencies within the Empire for the purpose of considering measures tending to the wider recognition of the policy of State-owned and State-controlled cables, subject to respect for private rights." Speaking as the representative of the London Chamber of Commerce, he said they recognized that existing private rights could not be disregarded. These should and must be recognized, but they believed that the time had come when, in the true interests of the whole Empire, cables connecting the various States of the Empire should be owned and controlled by the different Governments and not, not in any private interest, but for the best interests of all.

Lord Jersey seconded the resolution. Mr. G. B. Nelson asked leave to move the following amendment—"That this meeting of the citizens of London is not convinced of the practicability of the Government purchase of submarine cables used for Imperial and international traffic, and deprecates any policy at the present time which might involve heavy additional burdens on the resources of the Empire except for its defence."

The Lord Mayor said that it was a direct negative and ruled it out of order.

Mr. Nelson, who was allowed to speak against the original resolution, in spite of an attempt being made by several gentlemen in the body of the hall to have his remarks ruled out of order, said that, having regard to the immense strategic value of cables in time of war, it was not likely that the Governments of other countries would agree to a foreign Power holding the ends of cables connecting them with various parts of the world. If a company working under concessions from foreign Powers assigned its cables to the British Government, one required no special knowledge of international law to see that the concessions must instantly lapse and the landing rights forthwith be absorbed. As to lower rates, would Governments be likely to work cables more cheaply than private enterprise did? That was not the usual work undertaken by Governments or municipalities. He was sure they were glad to hear Mr. Lemieux, whose charming speeches ought to persuade even a Chancellor of the Exchequer to share with Canada the loss involved in a 23d. rate to be added to the loss of £60,000 a year on the State-owned Pacific cable. But why should our people be taxed to provide cheap telegraphy for other people? Lay the reins on the neck of sentiment and it would hot straight into the Socialist camp. It would be cheaper to increase the old-age pensions to 7s. 6d. weekly than to introduce penny telegrams for all distances, as had been recently proposed.

The original resolution was then carried, with several dissentients. Mr. Jesse Collings, M.P., moved "That the Prime Minister be asked to receive a deputation early next Session, composed of influential men in the commercial, industrial, and banking enterprises of the Empire, with the view of submitting the foregoing resolutions to the urgent attention of his Majesty's Government."

Mr. T. P. O'Connor, M.P., seconded the resolution, and it was agreed to.
Mr. W. S. Fielding said that, as a Chancellor of the Exchequer of Canada, he was one of the last men who would willingly undertake rash and reckless expenditure. What he understood was that they desired better and cheaper means of communication for reasons which had been so forcibly presented by the various speakers. Whatever could be done to help that good cause he felt sure they were all in sympathy with and desired to support it. (Hear, hear.)

CHINESE IN WALES.

While the Government says the *Globe* have been insisting on hastening the expatriation of the Chinese coolies who were imported for the purpose of providing unskilled labour for the mines on the Rand they appear to have entirely overlooked labour problem, complicated and perplexing, as our very doors which must sooner or later receive attention. As fast as their contracts expired, many thousands of Chinese have been packed off, bag and baggage, whether they liked it or not, from the Transvaal and returned to their native land. At the same time large numbers of Chinamen have been setting down in Wales, where Mr. Lloyd George comes from, without attracting any special notice, and at least a thousand have established themselves in the colliery valleys of the principality. Why is it that we have heard nothing about this yellow invasion from the members of the Government or their supporters in the Press? Is the Chinaman, who in 1905 was credited by the Government with all the vices and none of the virtues of frail humanity, and whose presence in South Africa was held to imperil the whole social fabric of that country good enough for gallant little Wales?

CHINA GREEN TEA FOR AFGHANISTAN.

It is stated in a Calcutta contemporary that large quantities of China green tea from Bombay have lately been taken into Afghanistan via Seistan and Yarn station on the North-Western Railway, packed in raw hide bales of 200 lbs. each.

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WEEKLY PRESS. January to June,
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Hongkong, 23rd July, 1908.

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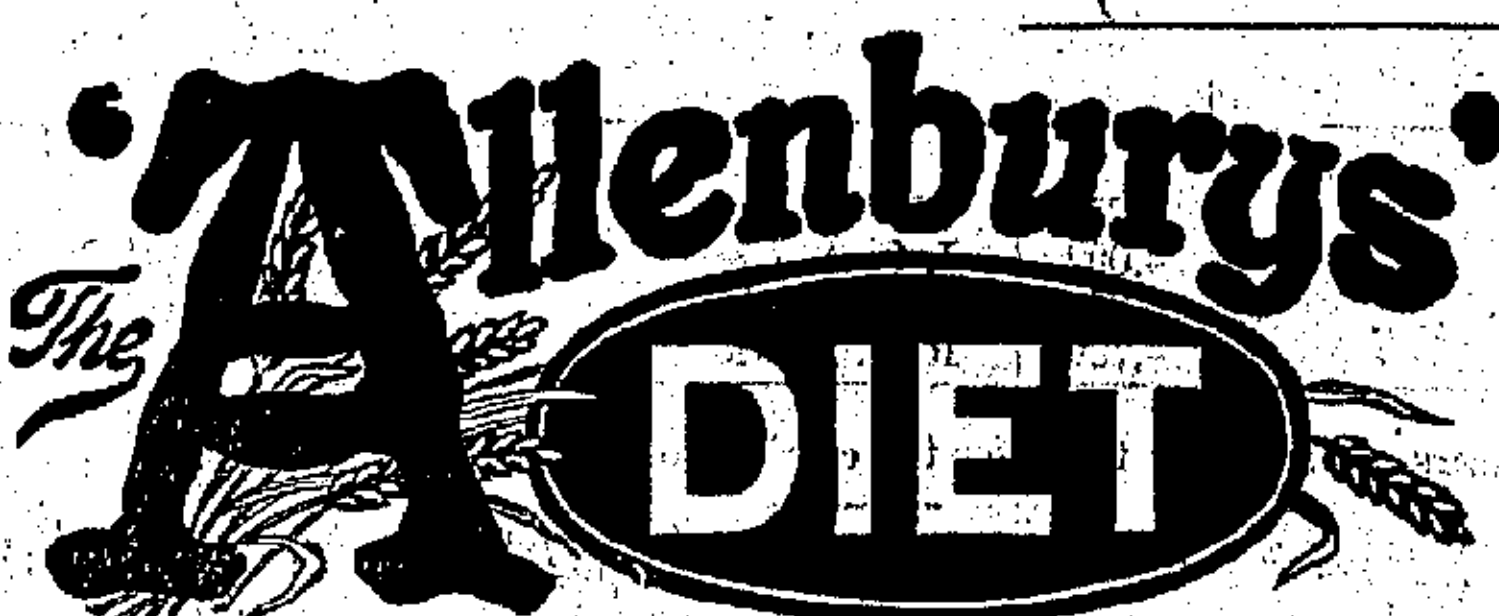
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SHIPPING.

ARRIVALS.

ARRIVALS.

ARABIAN, British str., 2931, A. Stewart, 16th Jan.—Mojl 14th Jan. General—David Sassoon & Co.

HAIRAN, French str., 377, O. A. Hoeg, 16th Jan.—Hobow 5th Jan. General—A. R. Marty.

HAIRAN, British str., 1285, Rouch, 17th Jan.—Fochow, Amoy and Swatow 16th Jan. General—Douglas, Lapinik & Co.

JAPAN, British str., 3806, Olifant, 17th Jan.—Calcutta 31st Dec. and Singapore 11th Jan. General—David Sassoon & Co.

KORICHANO, German str., 1292, Rodofsky, 17th Jan.—Swatow 16th Jan. General—Melchers & Co.

KOMAT, German str., 1900, W. Schmidt, 16th Jan.—Bangkok 8th Jan. Rice—Butterfield & Swire.

KWEILIN, British str., 17th Jan.—Canton.

MAITA, British str., 3900, W. R. Le Mare, B.N.R., 16th Jan.—London 5th Dec. General—P. & O. S. N. Co.

MEEPOO, Chinese str., 17th Jan.—Canton.

SHOSHU MARU, Japanese str., 999, Ijichi, 17th Jan.—Swatow 16th Jan. General—Osaka Shosen Kaisha.

SINGAN, British str., 1047, F. Jamieson, 16th Jan.—Haiphong and Hoilow 15th Jan. Rice and Sundries—Butterfield & Swire.

SLAVONIA, German str., 2829, B. Peter, 16th Jan.—Singapore 9th Jan. General—Hamburg-America Linie.

SOLSTAD, Norwegian str., 872, Moksom, 17th Jan.—Singapore 11th Jan. Rice—Aagaard Thoresen & Co.

STETTIN, British str., 3596, C. Paenger, 16th Jan.—Langkat and Singapore 9th Jan. Rice—Geo. McBain & Co.

SUISANO, British str., 1785, W. D. Welsh, 16th Jan.—Singapore 8th Jan. General—Jardine, Matheson & Co.

TSINTAU, German str., 1002, Fr. Bucking, 16th Jan.—Bangkok 5th and Swatow 15th Jan. Rice—Butterfield & Swire.

DEPARTURES.

DEPARTURES.

16th Jan.

AMARA, British str., for Kobe.

ANHUI, British str., for Canton.

CHIHUI, British str., for Haiphong.

DAIYA MARU, Jap. str., for Wakamatsu.

EMPEROR OF JAPAN, Br. str., for Vancouver.

HAKUTO MARU, Jap. str., for Moji.

HANGSANG, British str., for Swatow.

ISTRIA, German str., for Colombo.

KWANGLE, Chinese str., for Shanghai.

SHAOHSING, British str., for Shanghai.

SIAM, Dutch str., for Swatow.

ZAFIRO, British str., for Manila.

17th Jan.

AMIGO, German str., for Hobow.

BOURBON, French str., for Saigon.

HAIRAN, British str., for Swatow.

JOSHIN MARU, Jap. str., for Swatow.

KARONGA, British str., for Shanghai.

LIECHING, British str., for Swatow.

MAITA, British str., for Shanghai.

NANCHANG, British str., for Cebu.

SABE, Norwegian str., for Dalny.

SHANTUNG, British str., for Penang.

SILERIA, Australian str., for Shanghai.

TAMSI, British str., for Cebu.

TUNGSHING, British str., for Shanghai.

YKSAN MARU, Jap. str., for Kutchinctzu.

SHIPPING REPORTS.

The British str. *Singap* reports Moderate to strong N.E. gale with high sea, overcast but clear.

VESSELS IN DOCK.

January 17th.

ABERDEEN DOCK—*Michael Jensen*, Mandal.

KOWLOON DOCK—*H.M.S. Whiting*, Nord. *Loongsang*, Degny.

ANYHIA, J. Diederichsen.

COSMOPOLITAN DOCK—*Honana*, Quinta.

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Hongkong, 25th December, 1908. [1298]



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Hongkong, 5th January, 1909. [145]

THE AMERICAN AND ORIENTAL LINE.

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Hongkong, 15th January, 1909. [198]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL...	DELHI	Brit. str.	—	J. D. Andrews, B.N.R.	P. & O. S. N. Co.	On 23rd inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE & C...	SUNDA	Brit. str.	—	G. M. Montford, B.N.R.	P. & O. S. N. Co.	About 27th inst.
LONDON, ANTWERP & HAMBURG	CARNARVONSHIRE	Brit. str.	—	Wolfenden	MCGREGOR BROS. & GOW	End of January.
GENOA, LONDON & ANTWERP	GLENAYON	Brit. str.	—	Wolfenden	MCGREGOR BROS. & GOW	On 25th inst.
HARVE & HAMBURG VIA STRAITS & C...	SARACONA	Ger. str.	k.w.	Porselins	HAMBURG-AMERICA LINIE	On 26th inst.
HAVRE & HAMBURG VIA STRAITS & C...	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINIE	On 26th inst.
HAVRE & HAMBURG VIA STRAITS & C...	ANDALUSIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINIE	On 26th inst.
BOTTEREAM, BREMEN & HAMBURG & C...	C. FRED. LAEISE	Dan. str.	—	Wagner	HAMBURG-AMERICA LINIE	On 26th inst.
MARSEILLES, HAVRE & COPENHAGEN & C...	SIAM	Fr. str.	—	Charbonnel	MESSEGERIES MARITIMES	Beginning of January.
MARSEILLES & C. VIA PORTS OF CALL...	TOKIN	Fr. str.	—	C. D. Bennett, B.N.R.	P. & O. S. N. Co.	To-morrow, at 1 p.m.
MARSEILLES & LONDON VIA BOMBAY	MACEDONIA	Brit. str.	—	A. Christensen	P. & O. S. N. Co.	On 20th March
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & C...	BINGO MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 20th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & C...	KAWACHI MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 20th inst. at D'light
GENOA, MARSEILLES, LONDON & ANTWERP & C...	KAMO MARU	Jap. str.	—	E. Malchow	MELCHERS & Co.	On 27th inst. at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR & C...	P. E. FETTERICH	Ger. str.	—	G. Rott	MELCHERS & Co.	On 10th March
NAPLES, GENOA, ALGIERES, GIBRALTAR & C...	PRINCESS ALICE	Ger. str.	—	Bartolo	SANDER, WIELER & Co.	On 20th inst.
TRIESTE & C. VIA SINGAPORE & C...	PERIA	Aus. str.	k.w.	—	HAMBURG-AMERICA LINIE	On 2nd Febr.
NEW YORK	ARAGONIA	Ger. str.	k.w.	—	DODWELL & CO., LTD.	To-morrow.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	—	ARNHOLD, KARBURG & Co.	On 13th Febr.
BOSTON & NEW YORK	HEADLEY	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 2nd March, at Noon.
VANCOUVER VIA SHANGHAI JAPAN & C...	EMPEROR OF CHINA	Brit. str.	2 m.	—	NIPPON YUSEN KAISHA	To-morrow, at Noon.
VANCOUVER VIA SHANGHAI JAPAN & C...	MONTAGLE	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 2nd Febr. at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI & C...	TANGO MARU	Jap. str.	—	S. Ishikawa	DODWELL & CO., LTD.	On 11th Febr.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI & C...	AKI MARU	Jap. str.	—	J. Nagao	BUTTERFIELD & SWIRE	On 21st inst. at 4 p.m.
VICTORIA, B.C. & TACOMA VIA JAPAN & C...	SUBERIC	Brit. str.	—	W. Shotton	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	NIPPON YUSEN KAISHA	On 28th inst. at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Matheson	MELCHERS & Co.	On 3rd Febr. at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lens	GIBB, LIVINGSTON & Co.	On 19th Febr. at Noon.
AUSTRALIAN PORTS VIA MANILA	BARBEN	Jap. str.	—	McArthur	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 25th inst. at D'light
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	C. H. Butler	JAVA-CHINA-JAPAN LINIE	Quick despatch.
KOBE & YOKOHAMA	TAMBA MARU	Dut. str.	—	H. Koops	MELCHERS & Co.	Quick despatch.
JAPAN	YEDDO	Dan. str.	—	G. Phillips	P. & O. S. N. Co.	About 30th inst.
SHANGHAI YOKOHAMA & KOBE	NOBE	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI MOJI KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	Broo	MESSEGERIES MARITIMES	About 18th inst.
SHANGHAI	POKYNSEIN	Fr. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at 4 p.m.
SHANGHAI	ANHUI	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., LD.	On 21st inst. at Noon.
SHANGHAI	CHOYANG	Brit. str.	—	Sandbrook	OSAKA SHOSHEN KAISHA	On 21st inst. at 8 a.m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOYANG	Brit. str.	—	T. Suruga	JARDINE, MATHESON & Co., LD.	On 21st inst. at 3 p.m.
MANILA	CHOYANG	Brit. str.	—	S. J. Payne	P. & O. S. N. Co.	About 21st inst.
SHANGHAI YOKOHAMA & KOBE	DEVANHA	Brit. str.	k.w.	W. Hayward, B.N.R.	HAMBURG-AMERICA LINIE	On 27th inst.
SHANGHAI NAGASAKI KOBE & YOKOHAMA	DEVANHA	Brit. str.	k.w.	H. Kirohner	MELCHERS & Co.	About 28th inst.
SHANGHAI NAGASAKI KOBE & YOKOHAMA	P. R. LEITOLD	Ger. str.	1 m.	M. B. Lake	JARDINE, MATHESON & Co., LD.	On 4th Febr. at Noon.
SHANGHAI YOKOHAMA & KOBE	NAMANG	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINIE	On 8th Febr.
SHANGHAI YOKOHAMA & KOBE	SPERZA	Dut. str.	—	de Brouwer	JAVA-CHINA-JAPAN LINIE	Quick despatch.
SHANGHAI	TIMAH	Dut. str.	—	de Brouwer	OSAKA SHOSHEN KAISHA	On 20th inst. at 8 a.m.
ANPING VIA SWATOW & AMOY	SHOSHU MARU	Jap. str.	—	Ijichi	DOUGLAS LAFRAIR & Co.	To-morrow, at Noon.
SWATOW, AMOY & FOCHOW	HAIRAN	Brit. str.	2 h	P. H. Rose	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
HAIPHONG	RUPEH	Brit. str.	1 m.	Spink	BUTTERFIELD & SWIRE	On 20th inst. at 8 p.m.
HAIPHONG	SINGAN	Brit. str.	1 m.	Jameson	SANDER, WIELER & Co.	On 21st inst. at 5 p.m.
MANILA	TAMING	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 26th inst. at 3 p.m.
MANILA	BURI	Brit. str.	—	R. W. Almond	JARDINE, MATHESON & Co., LD.	On 29th inst. at 4 p.m.
MANILA	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 30th inst. at Noon.
MANILA	ZANBANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 21st inst. at 4 p.m.
CEBU & LOILO	ZANBANG	Brit. str.	—	E. H. Penfold	NIPPON YUSEN KAISHA	Beginning of February.
KUDAT & SANDAKAN	SUNGKIANG	Brit. str.	1 m.	F. Sembill	MELCHERS & Co.	On 25th inst.
BOMBAY VIA SINGAPORE & COLOMBO	BORNEO	Ger. str.	—	S. Sato	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	YETOBOPU MARU	Jap. str.	—	E. J. Ball	JAVA-CHINA-JAPAN LINIE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG & C...	KUMANG	Brit. str.	—	Jurriance	—	—
	TEIJIWONG	Dut. str.	—	—	—	—

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wedday, 27th Jan., at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 28th Jan., at 5 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Thursday, 28th January.
KUDAT & SANDAKAN	"BORNEO"	Beginning of February.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 16th January, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	5,232	W. Shotton	On 11th February
GYMERIC	4,002	J. C. A. Hall	On 11th March
KUMERIC	6,232	F. S. Cowley	On 8th April
INVERIC	4,789	E. J. Howie	On 6th May

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 8th January, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE"	About 18th January
MARSEILLES, VIA PORTS	"TONKIN"	On 19th Jan., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIE"	On 1st Febr. p.m.
MARSEILLES VIA PORTS	"SYDNEY"	On 2nd Febr., 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,
Queen's Building.

Hongkong, 12th January, 1909.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPERESS LINE," Sailing 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. "EMPERESS OF CHINA"	6,000 ... SATURDAY, 13th Febr. ... 5th March
"MONTAGLE"	6,163 ... TUESDAY, 2nd March ... 26th March
"EMPERESS OF INDIA"	6,000 ... SATURDAY, 13th March ... 2nd April
"EMPERESS OF JAPAN"	6,000 ... SATURDAY, 10th April ... 30th April
"EMPERESS OF CHINA"	6,000 ... SATURDAY, 1st May ... 22nd May
"MONTAGLE"	6,163 ... TUESDAY, 11th May ... 4th June

"EMPERESS" Steamships will depart from HONGKONG at 7 A.M. S.S. "MONTAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York 271.10 Intermediate on Steamers ... 240 ... 242. and 1st Class Railway ... 240 ... 242.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passage is granted through to all points and to European Officials in the Service of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Polder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI"

Captain J. D. Andrews, B.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 23rd January, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Victoria," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "ARCADIA" due in London on the 6th March, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th January, 1909. [1]

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"CARNARVONSHIRE"

will be despatched for the above Ports about end of January, 1909.

For further particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th December, 1908. [117]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on WEDNESDAY, 3rd Febr., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 21st Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 23rd Jan.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	SUNDA	About 27th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NOKO and YOKOHAMA	Capt. G. Phillips	About 30th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 18th January, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"HUPH"	On 19th Jan., 10 A.M.
HAIPHONG	"SINGAN"	On 20th Jan., 10 A.M.
MANILA	"TAMING"	On 20th Jan., 3 P.M.
SHANGHAI	"ANHUI"	On 20th Jan., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 21st Jan., 4 P.M.
MANILA	"TEAN"	On 26th Jan., 3 P.M.

MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

MANILA CARNIVAL—February 2nd to 9th 1909.
REDUCED RETURN FARE of \$60.00 available for 6 weeks will be issued for the following Passenger Steamers—
"TEAN" leaving Hongkong 26th January, 31st
"CHANGSHA" " " 2nd February.
"TAMING" " " 2nd February.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
Telephone 36.
For Freight or Passage apply to—
HONGKONG, 18th January, 1909.

BUTTERFIELD & SWIRE,
AGENTS

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Tuesday, 19th Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 19th Jan., Noon.
SHANGHAI	"CHOYSANG"	Thursday, 21st Jan., Noon.
MANILA	"LOONGSANG"	Thursday, 21st Jan., 3 P.M.
MANILA	"TUENSANG"	Friday, 25th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"NAMSANG"	Thursday, 4th Febr., Noon.

FOR THE MANILA CARNIVAL.
FEBRUARY 2nd to 9th, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Telephone No. 61.
For Freight or Passage, apply to
HONGKONG, 18th January, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW, "SHOSHU MARU"	Capt. Iuchi	WED'DAY, 20th Jan., at 8 A.M.
SHANGHAI VIA SWATOW, "CHOSHUN MARU"	Capt. T. SURUGA	THURSDAY, 21st Jan., at 8 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unavailable Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th January, 1909.

T. ARIMA, Manager

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOY & FOOCHOW	TUESDAY, 19th Jan., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th January, 1909.

[10]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 21st Jan., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 30th Jan., Noon.

As a special inducement to intending Visitors to the Philippine Carnival, we are offering a reduced fare of \$50, for passage to Manila and return by our s.s. "ZAFIRO" sailing SATURDAY, the 30th January.
Tickets issued at this reduced rate will be available for return by either the s.s. "ZAFIRO" leaving Manila on 7th February or the s.s. "RUBI" leaving Manila on 13th February.
For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 13th January, 1909.

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EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to

MELCHERS & Co.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU - - - (Capt. F. L. SOMMER) - On Tues. 26th Jan.

MISHIMA MARU - - - (Capt. A. E. MOSES) - On Wed. 10th Feb.

MIYASAKI MARU - - - - - About Wed. 24th Mar.

ATSUTA MARU - - - - - About Wed. 21st April.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 7th January, 1909.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	BINGO MARU Capt. A. Christiansen	6247	WED'DAY, 20th Jan. at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOI, KOBE, YOKOHAMA and YOKOHAMA.	KAWACHI MARU Capt. H. Petersen	6101	WED'DAY, 3rd Febr., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	TANGO MARU Capt. S. Ishikawa	7463	TUESDAY, 19th Jan., at Noon.
KOBE and YOKOHAMA.	AKI MARU Capt. J. Nagao	6444	TUESDAY, 2nd Febr., at Noon.
KOBE and YOKOHAMA.	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 22nd Jan., at Noon.
BOMBAY via SINGAPORE and COLOMBO.	YAWATA MARU Capt. T. Sekine	3817	FRIDAY, 19th Febr., at Noon.
	YAWATA MARU Capt. T. Sekine	3817	TUESDAY, 19th Jan., at Noon.
	TAMBA MARU Capt. G. H. Butler	6134	SATURDAY, 23rd Jan., at Daylight.
	YETOROFU MARU Capt. K. Sato	3949	MONDAY, 25th January.

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Cargo only.
Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 16th January, 1909.

T. KUSUMOTO,
MANAGER.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ROTTERDAM, BREMEN & HAMBURG:
S.S. SAXONIA ... 27th Jan.	S.S. C. FERD. LAEISZ ... 25th Jan.
S.S. SPEZIA ... 8th Febr.	FOR HAVRE & HAMBURG:
	S.S. BARCELONA ... 26th Jan.
	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA ... 25th Febr.
	FOR HAVRE & HAMBURG:
	S.S. ANDALUSIA ... 27th Febr.
	FOR NEW YORK:
	S.S. ARAGONIA ... 2nd Febr.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 12th January, 1909.

Hongkong Office.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJILIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP	JAVA	First half of Febr.	SHANGHAI	First half of Febr.
TJIBODAS	JAVA	First half of Febr.	JAPAN	First half of Febr.
TJIPANAS	JAVA	First half of Febr.	SHANGHAI	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 4th January, 1909.

Telephone No. 375.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

S.S. "MACEDONIA." 10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20TH, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 17TH.
LONDON - - - - - APRIL 24TH.

FARES TO LONDON—

1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12 "

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

Hongkong, 1st January, 1909.

[1600]

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINCESS ALICE" - 10,911 - ON MARCH 1ST TH.

Capt. G. Rott.

"KLEIST" - - - - - 9,009 - ON MARCH 24TH TH.

Capt. R. Meyer.

"PRINZ LUDWIG" - - 9,639 - ON APRIL 7TH TH.

Capt. F. v. Einzer.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,
GENERAL AGENTS.

Hongkong, 1st January, 1909.

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SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwangchengtzu), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

BOJUN LINE—For Bojoun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchwang), 3 hours from Tashichiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.
ANTUNG-HSIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add: "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add: "MANTETSU." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

[920]

POST OFFICE NOTICE

Correspondence for EUROPE, via SIBERIA, is forwarded from HONGKONG by all vessels sailing for SHANGHAI.

Approximate times of closing mails at Shanghai via Dally and Siberia.
22nd January ... at 9.00 a.m.
28th January ... at 8.30 p.m.

The *Polynesia*, with the French mail of the 18th December, left Saigon on Friday, the 15th inst., at 8 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 18th November.

The *Korea*, with the American mail, may be expected here to-day, at 8 p.m.

The *Dececha*, with the English mail of the 25th December, left Singapore on Saturday, the 16th inst., at 10.30 a.m., and may be expected here on or about Monday, the 21st inst., at 8 a.m. This packet brings replies to letters despatched from Hongkong on the 24th Nov., and the parcel mails closed in London for despatch by the all sea route on the 16th December, and for despatch overland on the 23rd December.

FOR	PER	DATE
Nagasaki, Kobe and Yokohama	Slavonia	Monday, 18th, 9.00 a.m.
Shanghai	Sui Tai	Monday, 18th, 1.15 p.m.
Bangkok	Typhoon	Monday, 18th, 4.00 p.m.
Batavia, Gombong, Samarang, Soerabaya and	Typhoon	Monday, 18th, 4.00 p.m.
Macassar	Typhoon	Monday, 18th, 4.00 p.m.
Pakloel	Bailan	Monday, 18th, 5.00 p.m.
Yokohama, Kobe and Moji	Typhoon	Monday, 18th, 5.00 p.m.
Haiphong	Typhoon	Tuesday, 19th, 9.00 a.m.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.
Supplementary mail on board up to the time fixed for departure of the mail.
Extra postage 10 cents.

Shanghai, Moji, Kobe, Yokohama, Yokohama, Victoria and Seattle	Tango Maru	Tuesday, 19th, 10.00 a.m.
Kobe and Yokohama	Yawata Maru	Tuesday, 19th, 10.00 a.m.
Shanghai	Kuwangang	Tuesday, 19th, 10.00 a.m.
Bangkok	Kuwangang	Tuesday, 19th, 10.00 a.m.
Moji, Kobe, Yokohama, Honolulu, San Francisco and Portland	Arabia	Tuesday, 19th, 10.00 a.m.
Swatow, Amoy and Keelung	Arabia	Tuesday, 19th, 10.00 a.m.
Singapore, Penang and Calcutta	Kuwangang	Tuesday, 19th, 10.00 a.m.

EUROPE, &c., INDIA via TATTOOCHIN.
(Late Letters 11.00 a.m. to Noon Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Sui Tai	Tuesday, 19th, 1.15 p.m.
Singapore, Penang, and Colombo	Sui Tai	Tuesday, 19th, 1.15 p.m.
Haiphong	Sui Tai	Tuesday, 19th, 1.15 p.m.
Saigon	Sui Tai	Tuesday, 19th, 1.15 p.m.
Manila	Sui Tai	Tuesday, 19th, 1.15 p.m.
Shanghai	Sui Tai	Tuesday, 19th, 1.15 p.m.
Macao	Sui Tai	Tuesday, 19th, 1.15 p.m.
Manila	Sui Tai	Tuesday, 19th, 1.15 p.m.
Cebu and Iloilo	Sui Tai	Tuesday, 19th, 1.15 p.m.
Manila	Sui Tai	Tuesday, 19th, 1.15 p.m.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Sui Tai	Tuesday, 19th, 1.15 p.m.

Macao, &c., India via TATTOOCHIN.
(Late Letters 11.00 a.m. to Noon Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail, Extra postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed on Friday, the 22nd inst., at 5 p.m.

Macao, &c., India via TATTOOCHIN.
(Late Letters 11.00 a.m. to Noon Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

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THE FAVOURITE SCOTCH

JOHNSTONE'S M.P.

OF THE

"COMMONS."

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. str. *Polynesia* with the French mail of the 20th ult., and mails from London of the 19th ult., left Saigon on Friday the 15th inst., at 8 a.m., and may be expected to arrive here this morning, and will leave for Shanghai and Japan on the same afternoon.

THE AMERICAN MAIL.

The P.M. str. *Korea* with the American mail from San Francisco of the 22nd ult., will be due to arrive in Hongkong to-day at 3 p.m.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Manila* left Sydney on the 15th inst. p.m., and may be expected here on or about Wednesday the 3rd prox.

MERCHANT STEAMERS.

The N.Y.K. str. *Kyushu Maru* (Bomby Line) left Singapore on the 9th inst., and is expected here to-day.

The J.-C. J. str. *Typhoon* left Makassar for this port on the 9th inst., and may be expected here to-day, and will leave for Japan on 19th inst. a.m.

The "Shiro" Line str. *Montgomeryshire* left Singapore on Tuesday the 12th inst., and is due here to-morrow at daylight.

The Glen Line str. *Glenelg* left Singapore on the 13th inst., and may be expected to arrive here to-morrow.

The Swedish str. *Yello* left Singapore on the 12th inst. afternoon, and may be expected here to-morrow a.m.

The str. *Craigvar* sailed from Seattle on the 15th ult., for Hongkong via Moji.

The str. *Adoko* left Seattle for Hongkong via Japan ports on the 24th ult.

The Danish str. *Cathay* left Port Said on the 11th inst., and may be expected here on or about middle of next month.

The Chongchun str. *Amiral Duperre* is expected to arrive at this port on or about the 27th inst., and probably will leave on the same date for Shanghai, Japan and San Francisco.

The N.Y.K. str. *Myori Maru* (Bomby Line) left Bombay for this port via Singapore on the 17th inst., and is expected here on the 28th inst.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATION.

January 16th.

ON LONDON:—	Telegraphic Transfer	194
	Bank Bills, on demand	194
	Bank Bills, at 30 days' sight	194
	Bank Bills, at 4 months' sight	194
	Credits, at 4 months' sight	194
	Documentary Bills 4 months' sight	194
ON PARIS:—	Bank Bills, on demand	223
	Bank Bills, at 4 months' sight	223
ON GERMANY:—	On demand	182
ON NEW YORK:—	Bank Bills, on demand	43
	Credits, at 60 days' sight	43
ON BOMBAY:—	Telegraphic Transfer	133
	Bank, on demand	133
ON CALCUTTA:—	Telegraphic Transfer	133
	Bank, on demand	133
ON SHANGHAI:—	Bank, at sight	74
	Private, 30 days' sight	75
ON YOKOHAMA:—	On demand	86
ON MANILA:—	On demand—Pesos—87	
ON SINGAPORE:—	On demand	76
ON BATAVIA:—	On demand	107
ON HATYONG:—	On demand	114
ON SAIGON:—	On demand	11
ON BANGKOK:—	On demand	86
	SOVEREIGNS, Bank's Buying Rate	\$11.1
	GOLD LEAF, 100 fine, per tael	\$58.9
	BAR SILVER, per oz.	24

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$4.30 discount
Chinese	10	\$5.40
Hongkong	20	\$3.80
Hongkong	10	\$3.90

OPTUM.

January 15th.

Quotations are:		per picul.
Malwa New	\$1.110	
Malwa Old	\$1.120	
Malwa V. Old	\$1.150	
Persian fine quality	\$850	
Persian extra fine	\$980	
Patna New	\$1.110	per chest.
Patna Old	\$1.120	
Benares New	\$1.035	
Benares Old		

PASSENGERS.

Per *Haitan*, from Coast Ports, Dr. Muller, Messrs F. C. Fockun, Metz Van de Sted, B. F. Howard, F. Bayle and G. S. Cruickshanks.

Per *Empress of Japan*, for Vancouver, &c., Mr and Mrs A. C. Ferguson, Miss F. E. Leprieux, Tactal Woo Kwang Kien, Messrs A. H. Crook, E. O. Bird, F.uson, Walter A. Hamblin, E. Thomas, H. L. Lunnor, Pond, C. P. Spencer Smith, S. A. Richardson and H. W. Bouché.

Per *Zafiro*, for Manila, Miss Mio Tashima, Messrs S. T. Buller, T. Cori, A. Denison, C. B. Buyers, W. P. O'Donovan, E. F. O'Neill, P. de Angelis, G. N. Lamb, J. Cameron Forbes, J. E. de Luzuriaga, W. D. Pemberton, W. R. Brant, Ven R. B. Yao Yu, C. Nielsen, T. Swanson and H. Sutton.

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names.

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & Co.,

and from ALL WINE MERCHANTS. [52]

MITSU BISHI GOSHI KAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA
OCHI, HOJO, NAMAZUTA, SATO,
SHINNEV and KAMIMATADA, Collieries.
SOLE AGENTS FOR KISHIDAKE,
MIYAO and KIGYO KOMATSU Coals.

Special attention is invited to the fact that
MUTABE, the well known coal mine, near
Karatsu, has lately been taken over by the
Company, and is now being worked on a
larger scale.

HEAD OFFICE—MARUNOUCHI,
TOKYO.

BRANCH OFFICES—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KOBÉ, OSAKA, SHANGHAI,
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"
Codes, A1, ABC 5th Ed., Western Union.

For Particulars apply to
H. OISHI, Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [715]

SHARE LIST—QUOTATIONS.

HONGKONG, JANUARY 16TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
HONGKONG AND SHANGHAI BANK CORPORATION.	120,000	\$125	all	\$880, sales
NATIONAL BANK OF CHINA, LIMITED	99,925	£7	26	\$81.
CANTON INSURANCE OFFICE CO., LIMITED	10,000	\$260	\$50	\$195, sellers
CHINA TRADERS INSURANCE CO., LIMITED	24,000	\$83.35	\$25	\$87, buyers
NORTH CHINA INSURANCE CO., LIMITED	10,000	\$15	\$5	\$15, buyers
UNION INSURANCE SOCIETY, LIMITED	10,000	\$250	\$100	\$225, sales
YANGTSE INSURANCE ASSOCIATION, LIMITED	12,000	\$100	\$60	\$177, buyers
CHINA FIRE INSURANCE CO., LIMITED	20,000	\$100	20	\$106, sellers
HONGKONG FIRE INSURANCE CO., LIMITED	8,000	\$250	50	\$330, buyers
DOCKS, ETC.				
HONGKONG AND WHAMPOA DOCK CO., LIMITED	50,000	\$50	all	\$92, sellers
Geo. Fenwick & Co., Limited	18,000	\$25	\$25	\$12, sellers
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$94, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 75.
STEAMBOATS, TUGS, ETC.				
China and Manila Steamship Co., Limited	30,000	\$25	\$25	\$13, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$33, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$294.
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	{ \$37, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	{ \$23, buyers
Shell Transport & Trading Co., Limited	10,000	\$10	\$10	{ \$15, buyers
Taku Tug and Lighter Co., Limited	2,000,000	Tls. 50	Tls. 50	Tls. 45.
Shanghai Tug and Lighter Co., Limited	200,000	Tls. 50	Tls. 50	Tls. 47.
Do. Preference	100,000	Tls. 50	Tls. 50	Tls. 51.
REFINERIES.				
China Sugar Company, Limited	20,000	\$100	all	\$112, sellers
Luzon Sugar Company, Limited	7,000	\$100	all	\$118.
Perak Sugar Cultivation Co., Limited	7,000	Tls. 50	Tls. 50	Tls. 95.
WHARVES.				
Hongkong & Kowloon Wharf & Godown Co.	60,000	\$50	all	\$45, sales
Shanghai and Hongkong Wharf Co.	32,000	Tls. 100	Tls. 100	Tls. 140.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	100	\$92, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
Kowloon Land and Building Company	6,000	\$50	\$50	\$35, sellers
Wei-hai-wei Land and Building Co.	3,674	Tls. 25	Tls. 25	Tls. 9.
Humphreys' Estate and Finance Co.	150,000	\$10	all	\$9, sellers
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
TELEPHONES.				
The Peak Telephone Co., Limited	25,000	\$10	all	{ \$14.
Watkins, Limited	50,000	\$10	\$1	{ \$2.
MINING.				
Société Française des Charbonnages du Tonkin	18,000	Fcs. 250	all	\$590, buyers
Raub Australian Gold Mining Co., Limited	200,000	\$1	18/10	\$83, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Limited	12,000	\$50	all	\$86, buyers
Astor House Hotel Co., Limited (Shanghai)	30,000	\$25	\$25	\$16.
DISPENSARIES.				
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$9.
Watkins, Limited	10,000	\$10	\$10	\$2, buyers
LIGHTING.				
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200.
Shanghai Gas Company, Limited	8,000	Tls. 50	Tls. 50	Tls. 121.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$10, buyers
MISCELLANEOUS.				
Green Island Cement Co., Limited	400,000	\$10	10	\$9.90, buyers
Hongkong Milling Co., Ltd. (in Liquidation)	10,000	\$100	\$100	Nominal
Bell's Asbestos Eastern Agency, Limited	3,604	\$12/6	12/6	\$83, buyers
United Asbestos Oriental Agency, Limited	9,000 only.	\$10	\$4	\$123.
Union Waterboat Co., Limited	100,000	\$10	\$10	\$10.
Hongkong Dairy Farm Co.	50,000	\$10	\$10	\$14, x. n. issued
Hongkong Ice Company, Limited	25,000	\$25	\$25	\$220, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$59, sellers
Shanghai Waterworks Co., Limited	16,350	\$20	\$20	Tls. 437.
Hongkong Ropero Manufacturing Co., Limited	60,000	\$10	all	\$24, buyers
Hongkong Cotton Spinning Co., Limited	125,000	\$10	\$10	\$9, buyers
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 79.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 69, sellers
Leong-Kung-Mow Cotton Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 73, buy.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 285, buy.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$93, buyers
China Home Company, Limited	60,000	\$12	\$12	\$11, buyers
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Win. Powell, Limited	12,000	\$7	\$7	{ \$4, sellers
South China Morning Post	3,000	\$25	\$25	\$24.
China Light and Power Company	50,000	\$10	\$10	{ \$5, sales
Steam Laundry Company, Limited	50,000	\$1	\$1	{ \$5, buyers
Weissmann, Limited	20,000	\$5	\$5	\$54, buyers
CINEMA COMPANIES.				
Philippine Co., Limited	67,500	\$10	\$10	\$8, sellers
Alhambra, Limited	300	\$500	\$50	Nominal

SHIPPING IN PORT.

SHIPPING IN FORM.

STEAMERS.

ANHUI, British str., 1,350, J. Meathrel, 15th Jan.—Shanghai 12th January, General—Butterfield & Swire.

ARABIA, German str., 2,868, C. Neumann, 12th Jan.—Portland 1st Dec., General & Flour—Order.

BUYO MARU, Jap. str., 1,815, M. Yamamoto, 7th Jan.—Moji 31st Dec., Coal—Mitsui Bussan Kaisha.

CHILDAR, Norwegian str., 1,102, Nielsen, 1st January—Swatow 31st Dec., General, Ballast—Agard, Thorsen & Co.

CHOWTAL, German str., 1,115, Moellermann, 6th Jan.—Bangkok 29th Dec., General—Butterfield & Swire.

DRUPAR, Norwegian str., 1,102, J. Bing, 8th Jan.—Hongkong 6th January, General—Agard Thomsen & Co.

FAUSANG, British str., 1,410, H. S. Malkin, 15th Jan.—Hongkong 12th Jan., Coal—Jardine, Matheson & Co.

GERD, Norwegian str., 751, Artfah, 13th Jan.—Bangkok 4th Jan., Rice, Timber and General—Chinese.

HOPKINS, British str., 1,642, J. M. Hay, 14th Jan.—Samarsang 4th January, Sugar—Jardine, Matheson & Co.

HUPH, British str., 1,205, Warrack, 15th Jan.—Haiphong and Hoihow 13th Jan., Rice—Butterfield & Swire.

JACOB DIECKHOFF, Ger. str., 623, Hansen, 11th Jan.—Touane 6th and Hoihow 9th Jan., Coal and General—Jensen & Co.

KUMSANG, British str., 2,077, E. J. Butler, 11th Jan.—Calcutta and Singapore 5th Jan., General—Jardine, Matheson & Co.

KWEILIN, British str., 1,200, Brown, 11th Jan.—Yulu 7th Jan., General—Butterfield &

25th Dec.—Swatow 24th December, Ball—A. T. & Co.

MARIE, German str., 1,169, Christiansen, 12 Jan.—Rangoon 31st Dec., Groundnut—Jensen & Co.

MEKPOO, Chinese str., 1,339, J. McArthur, 13 Jan.—Shanghai 10th January, General—Chinese.

MINAS DE PATAN, American str., 1,758, Sievert, 3rd January—Manila 28th Dec.—Ballast—Order.

RAJASURI, German str., 1,189, F. Bromer, 12 Jan.—Bangkok 3rd Jan., Rice—Butterfield & Swire.

TAMING, British str., 1,360, A. Senervill, 15th January—Manila 12th Jan., General—Butterfield & Swire.

TANGO MARU, Japanese str., 4,627, S. Ishikawa, 11th Jan.—Shanghai 6th Jan., General—Nippon Yusen Kaisha.

TENYO MARU, Jap. str., 7,265, Ernest Be, 8th Jan.—San Francisco 11th Dec.—General—Toyo Kisen Kaisha.

TJILWONG, Dutch str., 5,540, W. van W, 15th Jan.—6th Jan.—Moji 10th Jan.—General—Java-China-Japan Lijn.

TOIMARI, Dutch str., 5,861, J. Bouman, 12 Jan.—Macassar 3rd January, General—Java-China-Japan Lijn.

VICTORIA, Swedish str., 999, Ekliht, 12th Jan.—Sebatik 4th Jan., Coal—Sander, Wie & Co.

SAILING VESSELS.

ANNIE E. SMALE, American 4-masted barque, 809, John F. Colstrup, 13th Dec.—Portland Oregon 8th Oct., Lumber—Mr. J. DAYLIGHT, Britian barque, 5,060, M. Bry, 9th October—Yokohama 19th September—Ballast—Standard Oil Co.

LYNDHURST, British 4-masted barque, 2,560, Parnell, 14th September—Bangkok 25 August, Case Oil—Standard Oil Co.